

# SMSgt (Ret.) Rob Rosenberger

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EO 12958: 13 JAN 1975 My accession: 12 OCT 2021 Initials: TR

Title: B-47 ENDURANCE/DISTANCE RECORD FLIGHT, A/C  
43D BOMB WING/CC COL. DAVID A. BIRCHENAL

Date(s): 17-19 NOVEMBER 1954

Call: K-WG-43-SU-RE

Volume: N/A

☐ ALL ☒ Selected Papers ☐ Except

FRONT MATTER; PART I, "TESTIMONIALS" IAW UCMJ ART. 31

PART III, "REPORTS ON FLIGHT OF B-47 52-062"

1. WEEKLY ACTIVITY REPORT.
2. REPORT ON FLIGHT, SUBMITTED BY: S.D. RUSSELL.
3. POSTFLIGHT INSPECTION OF SYSTEM PRESSURES ON B47 #062.
4. AIRCRAFT FLIGHT REPORT.



## Weekly Activity Report

### 1. Endurance Flight.

Col. D. A. Burchinal (43rd Bomb Wing Commanding Officer), Maj. P. H. Earhart, Maj. F. A. McCoy, and Capt. S. Franko comprised the crew of B-47E airplane serial number 52-062 which just completed an endurance flight of 47:35 hours.

The following facts are submitted concerning this flight:

- a. The four members of the crew were tired but were in excellent physical and mental condition. Col. Burchinal (who is an exceptionally fine pilot) made the landing which was the smoothest this representative has ever seen.
- b. The engine oil that was consumed was as follows:

No.1 Tank	12 Quarts.	No.4 Tank	15 3/4 Quarts.
No.2 Tank	12 1/4 Quarts.	No.5 Tank	10 Quarts.
No.3 Tank	13 Quarts.	No.6 Tank	11 Quarts.
- c. The following squawks were written up after the flight.
  1. Main Inverter Inoperative.
  2. Left Rear Boost Pump of Center Main Tank Inoperative.
  3. Flash position of Navigation Lights is Inoperative.
  4. Secondary Inverter changeover relay is Inoperative.
  5. Aft Main Landing Gear had to be ELGE'd down.
  6. Fish Bowl Seal is broken.
- d. Aft Main Landing Gear Retracting Screw was covered with moisture and water at the aft end of the screw and all components of the retracting mechanism were excessively cold. The retracting screw was so cold that a person could not hold his hand on the metal particles for any length of time even after the airplane had been parked for several hours.

(As pointed out in Item 1-c-5 the aft main gear had to be ELGE'd down and it is believed to be caused from the freezing up of the screw, the screw head, and the door latch solenoids. As a comparison it is desired to point out that the Fwd Main Gear Retracting Mechanism did not contain any moisture and the Metal particles were not cold).

### e. Engine Combustion Chamber Inner Liners.

No.1 Engine	Good	No.4 Engine	Slightly Warped
No.2 Engine	Good	No.5 Engine	Good
No.3 Engine	Good	No.6 Engine	Good

### f. Oxygen System.

Good crew discipline was maintained in the use of the oxygen supply and after landing the following pressures existed in the bottles:

Gene C. Whittington  
RAF Station Fairford  
Weekly Activity Report

FAPB-43-54-26  
Fairford, England

11-20-54  
B-47E



Pilots Position \_\_\_\_\_ 75 PSI  
Copilots Position \_\_\_\_\_ 75 PSI  
Observers Position \_\_\_\_\_ 75 PSI

14th Crew Position \_\_\_\_\_ 75 PSI  
Pilot Walkaround \_\_\_\_\_ 425 PSI  
Copilot Walkaround \_\_\_\_\_ 300 PSI

#### g. Hydraulic System

Right Wing Flaperon Accumulator Pressure \_\_\_\_\_ 100 PSI (Air preload).  
Left Wing Flaperon Accumulator Pressure \_\_\_\_\_ 150 PSI (Air preload).  
Spoiler Door Hydraulic pressure \_\_\_\_\_ 3450 PSI  
Bomb Bay Door (Air preload) pressure \_\_\_\_\_ 1800 PSI  
Main System Pressure \_\_\_\_\_ 2900 PSI  
Emergency System pressure \_\_\_\_\_ 2950 PSI  
Main Brake pressure \_\_\_\_\_ 2900 PSI  
Emergency Brake pressure \_\_\_\_\_ 3200 PSI  
Main Reservoir Fluid Level (Pressurized) \_\_\_\_\_ 5 Gallons  
Main Reservoir Fluid Level (Unpressurized) \_\_\_\_\_ 6 1/2 Gallons  
Rudder-Elevator PCU Reservoir \_\_\_\_\_ Full

#### h. Ejection Air Bottles

Pilots Seat \_\_\_\_\_ 1100 PSI  
Copilots Seat \_\_\_\_\_ 1000 PSI  
Observers Escape Hatch \_\_\_\_\_ 100 PSI (\*)  
Canopy Jettison Bottle \_\_\_\_\_ 2250 PSI

(\*) Bottle was 2000 PSI on takeoff. Minimum for safe ejection is 1350 PSI.

#### 2. Brake Chute Malfunction

B-47E airplane serial number 52-239 blew both forward main tires on landing yesterday when the brake chute failed to deploy. No damage was inflicted to the airplane as it turned off the runway at the compass rose, approximately 700 feet from the end of the runway.

A cursory inspection did not disclose any reason for the brake chute not to deploy, however it is suspected that the pilot chute, which was deployed, was unable to pull the pins (the aft pin was partially pulled) for the main chute due to ice accumulating in the brake chute compartment. The airplane had taken off in minimum GCA weather with quite a bit of water on the runway. This water had possibly frozen as evidenced by the moisture laden canvass coverings on the main chute.

It is reported that as the chute failed to deploy, both pilots rode the brakes and probably went into the emergency brake range. The anti-skid system functioned normally. All four main gear tires were changed.

#### 3. Navigator's Escape Hatch Malfunction

During a cabin pressurization check (ground check) of B-47E airplane serial number 52-057 the Navigator's Escape Hatch fell off the airplane and struck the concrete hardstand. The hatch struck the ground with such a terrific force that it was damaged beyond repair.

The Navigator's No.1 initiator had not been fired and the hatch air bottle had not been fired. The BAC representatives at this station completely disassembled the hatch mechanism to determine what the cause might have been for the hatch falling off and no discrepancy in the mechanism could be found. The only way that the hatch could have become unlatched was for the lock pin to have been in the unlocked position.



# REPORT ON FLIGHT OF B-47E 52-062

Submitted by: S. D. Russell

B-47E S/N 52-062 made a record flight of 47 hours 35 minutes. Following are a few details on the flight.

Take-off: Sidi Slimane Nov 17 at 1130 hours.

Landing: Fairford Nov 19 at 1205 hours.

Total time in flight: 47:35

Crew Members:	Col D. A. Burchinal	A/C (43rd B.W. Commander)
	Maj P. H. Earhart	Pilot
	Capt S. Franko	Co-pilot
	Maj F. A. McCoy	Observer

Engine writeups following flight: None

A/C writeups following flight:

1. Main inverter inoperative.
2. Left rear boost pump in center main tank inoperative.
3. Flash position of navigation lights inoperative.
4. Main secondary inverter changeover relay needs to be replaced.
5. Had to ELGE aft main gear.
6. Fish bowl seal broken.

Aircraft time prior to flight: 312:25

Engine S/N and times prior to flight:

<u>Position</u>	<u>Serial No.</u>	<u>Time</u>	<u>Oil Used</u>
1	25-0395	312:25	12 Qts
2	076-245	296:40	12 1/4 Qts
3	25-0399	312:25	13 Qts
4	25-0379	312:25	15 3/4 Qts
5	25-0349	312:25	10 Qts
6	25-0353	312:25	11 Qts

Engine Inspection: #4 and #5 cans on all engines were removed for inspection. #4 inner chamber on #4 engine was buckled but within limits and was reinstalled. #5 nozzle on #6 engine was replaced because of suspected poor spray pattern. Cross fire tubes between #4 and #5 cans on #1 engine replaced because they were leaking slightly. No other discrepancies were noted.

*Nine*  
Eight air refuelings were made during the flight and part of the flight was made using aviation fuel. Further information on the flight will be submitted when the flight log becomes available.



B-47E #062  
POSTFLIGHT INSPECTION OF SYSTEM PRESSURES

1. Hydraulic System

Right Wing Flaperon Accumulator Pressure	100 psi
Left Wing Flaperon                   "                   "	150 psi
Spoiler Door                           "                   "	3450 psi
Bomb bay Door                         "                   "	1800 psi
Main System                           "                   "	2900 psi
Emergency System                    "                   "	2950 psi
Main Brake                            "                   "	2900 psi
Emergency Brake                      "                   "	3200 psi
Main Reservoir fluid level (pressurized)	5 gals
Main Reservoir fluid level (unpressurized)	6 1/2 gals
Rudder-elevator PCU reservoir	full

2. Oxygen System

A/C position	75 psi
C/P           "	75 psi
Obs           "	75 psi
4th crew position	75 psi
C/P walkaround	300 psi
A/C           "	425 psi

3. Ejection Air Bottles

Pilots Seat	1100 psi
C/Pilots Seat	1000 psi
Obs Seat	100 psi
Canopy	2250 psi

4. Engine Oil Consumed

#1	12 Quarts
#2	12 1/2 Quarts
#3	13 Quarts
#4	15 3/4 Quarts
#5	10 Quarts
#6	11 Quarts

5. Engine Combustion Chamber  
Inner Liners

1	Good
2	Good
3	Good
4	Slightly warped
5	Good
6	Good



# AIRCRAFT FLIGHT REPORT—Part I

DATE <b>17 Nov 54</b>	AIR FORCE OR COMMAND <b>15th A.F.</b>	BASE UNIT <b>43d Bn. Vng</b>	GROUP NUMBER AND TYPE <b>—</b>	SQUADRON NUMBER AND TYPE <b>65th Bnd Sqdn</b>	STATION <b>FAIRFORD</b>
ENGINEER OR MECHANIC IN CHARGE <b>Hoyt, R.O.</b>			AIRCRAFT TYPE, MODEL, SERIES <b>B-47E</b>		AIRCRAFT SERIAL NO. <b>52062</b>
GRADE <b>5/Sgt</b>					

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**AIR FORCE OR COMMAND**

**BASE UNIT**

GROUP NUMBER AND TYPE

**SQUADRON NUMBER AND TYPE**

STATION

ENGINEER OR MECHANIC IN CHARGE

43rd Bonanza Mining  
GRADE

AIRCRAFT TYPE, MODEL, SERIES

65th Bomb Squadron Fairford  
AIRCRAFT SERIAL NO.

Novb. R. D.

S/Sgt

第 47 頁

52-062

PRINT PLAINLY

**Last Name—First Name—Middle Initial—Grade—SN—(Organization and Station if Transient).**

USE AS  
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LOCALLY

ENTER DUTY SYMBOL IN UPPER LEFT BOX AND FLIGHT CONDITIONS SYMBOL IN  
UPPER RIGHT BOX--ENTER TIME FLOWN ON LINE THEREUNDER

FLIGHT DATA

TIME

~~Buzekhnal, David A. Colonel 1936A~~

43/63

2:50 P: 6:30

FROM

24 00

Barthard, Pat H. Major AD 760604

7/3/65

5.00 6.30

MISSION	NO. OF
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12 30

~~Franko, Stephen Captain AD 555209~~

1

5 00 6 30

To

1130

McGeary, Forrest A. Major AD 686700

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5 00 6 30

FROM

[illegible]

**ENTER TOTAL FLIGHT TIME ON REVERSE SIDE**

SUBTOTAL  
FORWARDEDNO. OF  
LANDINGS

..



6 + 30

ENTER TOTAL FLIGHT TIME ON REVERSE SIDE







# AIRCRAFT FLIGHT REPORT—Part I

[illegible]



